

THE RIO NEWS.

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NUMBER 40

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Dr. A. Stewart, late resident surgeon Glasgow Western Infirmary and senior assistant physician City of Glasgow Fever Hospital. Office, 59 Rua do Rosario; 1 to 3 p. m. Residence 108 Rua Marques d'Albrantes. Telephone 2744.

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R. A. Tilly, Secy.

THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

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79, Rua Sete de Setembro.

RIO DE JANEIRO, OCTOBER 4th, 1892.

THE rejection by the Senate of the bill from the Chamber authorizing the reconversion of the gold 4 per cent apolices into currency 5s, is worthy of every commendation. The spectacle of a government playing shuttlecock with its securities in this way, merely to escape the payment of interest burdens common in every kind of investment, is far from being creditable either to its honesty, or its good sense. Exchange having fallen to an unprecedented rate, chiefly through the mistaken financial policy of the government, it was inevitable that gold securities would call for a higher equivalent in currency for their interest payments, and it is no injustice to the

debtor that these payments should be met in strict conformity with the contract. The government understands, however, that it can modify any of these obligations whenever it considers them prejudicial to its own interests, regardless of the claim which the creditor has against it and regardless of the prejudices which this creditor may suffer through its action. The forced reconversion of these bonds into depreciated currency 5s, would have been a gross violation of its contract and would have led to serious injury to the credit of the country. It threatened also to lead to a shameful act of repudiation, the government proposing to redeem these gold bonds in currency at par, notwithstanding the express promise last year that they should be paid, principal and interest, in gold. The Senate has very wisely rejected the measure and has thus saved the credit of Brazil from the most serious blow which has for a long time threatened it.

THE resolve of the minister of finance to require good bankers' bills of exchange in payment of the export duties on coffee, is a measure of very uncertain utility. We cannot see where the government is to gain by the measure beyond the slight advantage secured by taking exchange in small amounts rather than in large sums at long intervals. How the measure will affect exporters remains to be seen and will probably be fully explained when their committee reports. It will, at first sight, increase their work and add a new complication to a business already overburdened in that direction. It will also add largely to the business of the exchange brokers, and as the takings will be obligatory and made in the usual way, we do not see how it can serve to improve the situation. The minister, however, has made up his mind and says that the bills must be forthcoming, and we shall therefore soon know by experience what advantages, or disadvantages, the operation has in store for us. In our humble opinion, the minister could easily have found a much better medium for his remittances to Europe, which would not have exercised a depressing influence on the market, would have caused no inconveniences to commerce, and could be carried out at the minimum of expense. He might easily arrange with some good bank to remit certain sums of money during the quarter, the operations to be effected at current rates and in sums convenient to the current commercial movement. To cover these operations the minister could keep a large deposit of public funds in the bank from which the remittances could be made at the banker's option. It would be for the bank's interests to secure the best rates possible for so good a customer and to avoid all publicity. The depressing influence heretofore experienced when the government appeared in the market, would thus be avoided, and the remittances would be made easily and regularly in full harmony with the commercial interests of the market. Heavy remittances in this way would of course affect exchange, as the funds required for commercial needs would be diverted into other channels, but the influence would be modified and would result in much less prejudice than were the exchange operations to be made openly, or made within a few days and in large sums.

THE action of the São Paulo authorities in regard to the establishment of hospitals for foreigners, is worthy of thoughtful consideration here in this city. São Paulo is far from being as unhealthy as Rio de Janeiro, and there is not the urgent necessity for hospitals of a better class that exists here in this capital. The terrible experiences of neighboring cities, like Santos,

and Campinas, and the necessity of caring for the fugitives from those places, as well as the sick in their own midst, have awakened the foreign residents of São Paulo to the fact that more and better hospital facilities are urgently required. After an unsuccessful attempt to organize as a dependency of the Protestant churches there, the project was broadened to a non-sectarian basis and all restrictions were set aside. Several influential Brazilian families became interested in it, and this, in connection with the united action of all the foreign residents of the city, gave it a standing which at once assured its success. The sympathy and co-operation of the municipal and state authorities were cordially given at the beginning—the former giving the site on which the buildings are now being erected, and the latter, as we are just advised, giving a subsidy of 24,000\$ for the ensuing year. These liberal grants will enable the new hospital association, which is under the direction of an energetic and popular English physician, to carry out its plans without the delays and hindrances which it could not otherwise have avoided. Two trained nurses have already arrived from the United States, who will not only have charge of the hospital wards but will undertake to open a school of nurses in connection with the institution. It should be remembered that these trained nurses are generally ladies of education and refinement, who select this occupation as a means of doing good, and who are required to submit to a course of training of four to five years before receiving their certificates. Their work is not one iota less necessary and valuable than that of the physicians, and the opening of hospitals in this country under their charge marks a change which deserves and ought to receive the cordial support of sanitary and administrative authorities everywhere. In thus complimenting the São Paulo authorities for their liberality and progressiveness, we can not forego the opportunity of contrasting it with the distrust and opposition which a similar project has been compelled to endure here in Rio de Janeiro. On the part of many individuals and from the health authorities, our small hospital project has received cordial sympathy and much encouragement, but from the Miscoridia association, which enjoys a gigantic monopoly and many official favors, it is encountering an opposition as bitter as it is inexplicable, and from various officials a distrust and threatened opposition wholly discordant with the merciful and sympathetic impulses which such undertakings universally evoke. Here in Rio de Janeiro, where our foreign colonies have suffered so terribly from these periodical epidemics of yellow fever, no land has been offered for our buildings, no taxes have been remitted, and Congress has even formally refused to grant free admission for the few necessary articles we are obliged to import. And it is not only this lack of sympathy and co-operation that we have been obliged to contend with, but we have been compelled to meet secret intrigues against us and unreasoning prejudices based on a false conception of our purposes and work. No matter how humane our object, nor how beneficial to the city our work must be, we are obliged to be constantly on the alert to maintain the simple right and privilege long ago accorded to us—that of caring for our own sick, in our own hospital and by our own methods. It is little to ask from any country. In São Paulo this has not only been cordially granted, but is being generously assisted. Why is it, then, that the same spirit of sympathy and encouragement can not be shown here in Rio de Janeiro?

RELIGIOUS INTOLERANCE.

Rio de Janeiro, 1st October, 1892.

To the Editor of THE RIO NEWS:

Dear Sir,—Your informant's case of a certain Minas village where there was but one married couple to be found, does not appear to me to prove your point, viz., the protection of immorality, against the Catholic Church; nor, whilst freely acknowledging the necessity, accompanied by very great difficulties, of putting an end to the scandals and abuses you censure, can I agree with those who insist that reducing the cost of the marriage contract by disassociating it altogether from religion, will promote marriage or even legitimacy.

I am reminded of another couple who many years ago departed from a certain city of very evil repute on the southern border of Palestine, where they had been the only just ones to be found. As well might one charge the covenant of Abraham with the immoralities of that city, as charge the Catholic Church and her teaching with the misdeeds of her members in Brazil, lay or clerical. If she conveys to those who receive her teaching the power to become true Christians, as the Divine Founder she claims did for those who received Him when He came into *His own*, it seems to me that the great intention of her mission is fulfilled, whatever the results may be.

When the legal marriage contract, a few years ago, in "Bonny Scotland" cost next to nothing, was the percentage of illegitimacy there the smallest in the three Kingdoms of Great Britain, or was it not the greatest?

And why so terribly severe on poor Sergipe? Would it not be well to remember that the great wave of tolerance which now possesses the great part of the Christian world, began, I may say, not more than 60 years ago, even in England, with the introduction of railways and the development of the power of the press.

I remain, dear Sir,

Yours very truly,

A ROMAN CATHOLIC IN RIO.

P.S.—It might be a happy idea, in the interest of morality, to send a photograph of that worthy Minas couple to the Chicago exhibition, to take its place alongside the pillar of salt.

TRADE IN COTTON GOODS WITH SOUTH AMERICA.

Some interesting figures have lately been published by way of showing the relative progress of the British and American cotton trade in Central and South America. These figures, which deal with the period between July 1, 1891, and May 31, 1892, show that during the eleven months there was an increase of 12,658,800 yards for the United States, while, on the other hand, the British trade in this line decreased by 1,685,700 yards. Through the operation of the reciprocity arrangement between the States and Brazil, the latter country increased her intake of cotton goods from the northern republic by 3,000,000 yards, while Colombia also shows an increase of 1,166,000 yards from the same source of supply. Other South American countries, including Venezuela, Bolivia, Peru, Chili and Uruguay, took 9,750,000 yards more of American cotton than they did in 1890-91. A falling off in the American trade was shown, however, in the Central American republics and the West Indies.

With regard to British cotton goods the output seems to be changing its venue on the other side of the Atlantic. The heaviest increase in the consumption of English cotton goods was in Chili, where an increase of 38,500,000 yards is shown, Uruguay also took 5,500,000 yards more from us than in 1890-91, while the Argentine increased its cotton imports from us to the extent of 21,750,000 yards. Mexico and Central America generally, including Colombia, are improving their demand for our cotton stuffs. The falling of in our trade in shown in Brazil, where the consumption has been reduced by 27,750,000 yards, the foreign West Indies, where there has been a drop of 17,000,000 yards, and in the British West Indies, a shortage being shown in the latter of 12,500,000 yards. Venezuela's demand has also fallen by 11,750,000 yards, and Peru's by 2,500,000 yards. Our American cousins are evidently running us hard in this particular branch of trade, not only in the Spanish-American republics, but in our own West Indian possessions.—*European Mail*.

From *Liverpool Journal of Commerce*, Aug. 26.

CHOLERA PRECAUTIONS IN ENGLAND.

The local government board has taken prompt and vigorous measures to prevent the spread of cholera from the Continent to British ports. In an interview with reference to this matter, Mr. R. Thorne, M. B., F. R. S., assistant medical officer to the board, and general sanitary inspector, said the local government board had for months past most carefully watched the progress of the cholera plague from Asia through Europe, and every place

at which the disease has put in an appearance has been duly chronicled and marked on the special maps in the possession of the department. Hamburg has always been a suspected place owing to the large number of emigrants from Russia and eastern Europe who annually arrive there *en route* to England and America. In anticipation of an outbreak of cholera in the great German port, medical men by order of the department have for some time past been closely watching the ports on the eastern coast of England, with which Hamburg is in almost daily communication. Within an hour of the receipt of intelligence that cholera had broken out in that port the board had telegraphed the news to every medical officer of health at every port from the Tyne to the Solent. Three medical inspectors were also despatched without delay to the chief ports at which ships from Hamburg might be expected to arrive. The replies received from various sanitary authorities showed that they were already actively at work. All those in authority had been informed of the powers they possessed under act of Parliament. Suspected persons may be detained, and, if released, they must give their names and addresses, and other particulars, so that their subsequent movements may be followed if necessary. As a matter of fact, every new arrival suspected of having been in any way in contact with cholera is followed to his destination and closely watched with a view to prompt medical attention and isolation in the event of the disease developing itself. Dr. Thorne added that, short of absolute quarantine, which would practically mean suspension of all commerce, every precaution had been taken to prevent the importation of the dreaded disease. Similar measures had been successful in the past when cholera was raging in Europe, and there was not the slightest reason to fear they would fail at the present time.

THE FALKLAND ISLANDS A PARADISE FOR THE CONSUMPTIVE.

A correspondent of the *Daily Chronicle* informs the public that he considers the Falkland Islands a "paradise for consumptives." He reports two cases of alleged cure, and intimates that he could give more. As consumptives, in many instances, feel themselves to be drowning, they are usually very ready to catch at the proverbial "straw." Before giving themselves the inconceivable of a voyage of several thousand miles to the Falkland Islands, they will do well to devote attention to two or three circumstances which make for an opposite conclusion to that arrived at by the correspondent of the *Daily Chronicle*. In the first place, it is obvious that two, or two dozen, cases of cure, even if they were scientifically verified, are insufficient to found a generalisation upon. But a second, and far more important, consideration is that the climate of the Falkland Islands seems to be the exact opposite of that which modern medical science and experience have decided to be most suitable for consumptives. A clear, bracing, and dry atmosphere at a mountainous altitude is universally believed by modern consumption specialists to offer the most favourable climatic conditions for those who are the victims of tubercular phthisis. But the climate of the Falkland Islands, although it is said to be healthy and to resemble that of the Orkneys, is neither dry, nor particularly clear, nor specially bracing; and the country is certainly not mountainous. Its most marked characteristics are said to be the severity of its gales and the abundance of its moisture. The average number of rainy days is 240 in the year, more than four a week. Compared with this, our damp England is almost a dry Sahara. The average annual temperature in 1887 was 34 deg. There are no trees on the islands. The principal vegetation consists of tussock grass and balsam bog. The climate, in fact, probably resembles that of the moister and more melancholy parts of Ireland. We should certainly advise consumptives to choose the hilly parts of England and Southern Europe rather than the Falkland Islands, unless they can obtain more convincing evidence than that which is furnished by the *Daily Chronicle's* correspondent.—*Hospital*.

From the *Liverpool Journal of Commerce*, August 25th.

THE SHIPPING BLOCK AT SANTOS.

The article published in this paper on May 28th has had the effect of calling forth a rejoinder from the *Diario de Santos*. After quoting our article in full the Santos paper remarks:—

"It must be acknowledged that in the very severe estimation of the English newspaper, beside manifest errors, exist naked and raw truths. To assert that Santos is worse than ever in point of salubrity is to sustain an untruth. It is true that in times of epidemic—i.e. in the hot season—the mortality is relatively great, a circumstance which we are the first to lament, but it ought to be borne in mind that the European seamen take no care whatever of their own health: they give way to all sorts of excesses, and abandon themselves to per-

fect orgies, so that in consequence the greater portion more readily contract the germs of yellow fever than those who observe certain regulations of life. In such conditions what occurs with the European is exactly what does so with other individuals, even natives, for it is known that the fatal epidemic does not distinguish between nationalities, neither between ages nor sex. What we assert is proved by the fact already mentioned in official documents, the first cases of yellow fever always appear on board vessels anchored in the port; the plague never originates ashore. From this it is inferred that vessels are real foci of infection, and their crews the first to contribute to the propagation of the terrible scourge. The sanitary measures therefore should commence with the vessels arriving at our port, and which wait here until able to discharge. With regard to the want of transport of merchandise, this demonstrates the monopoly of the English railway company and its deficiency in relation to the commercial requirements of this place. The accusations which the English newspaper makes against the Brazilian government are to a certain point just, because the truth is that it was not for the remission of the powers that their things would not have got to their present state. Let them now remedy the ill if they do not want to augment the affliction of the sufferers."

We are not at all disposed to quarrel with the statement that the habits of our sailors have a great deal to do with the virulence of the epidemic, but we await with interest some disclaimer to the assertion—backed up, we must admit, by other evidence in our possession—that the first cases of yellow fever always appear on board vessels anchored in the port. Irregular habits, intemperance, exposure to the sun, dew, or night air, are dangers which ought to be avoided, but they are very often courted. It is easy to realize that in a crowded, badly-ventilated fore-cabin there is not much comfort on a hot night, and the very best plan we have yet heard of is to keep the crews away from the port altogether by withdrawing them from the vessels at once, and keeping them up the country until the ships are ready to sail. During the deadly season last summer this was found to act very well, and as a suggestion it is well worth the attention of shipowners and masters. After all, the chief desire is to find a remedy for the existing state of things, and especially for the delay which was an insupportable last year for hundreds, if not thousands, of deaths, and likewise the complete upset of the shipping business.

A number of correspondents have asked us whether the shipping block is to be numbered amongst the things of the past, and whether British ships and sailors may now find matters at Santos so much improved as to be at least bearable. We regret to have to announce that the block is still as bad as ever, and that many vessels which are waiting at the present moment have been in the same position for many months. It is a fact that the warm weather has disappeared, carrying with it a deal of the pestilence which caused such dreadful havoc in the early part of this year, but the hot season approaches, and by November the yellow fever will doubtless be again taking off whole crews of British vessels, and another shriek of indignation will rend the air. We have abundant evidence to show that the number of vessels lying up at Santos a few months hence will be quite equal to the number lying up during the last hot season, and as neither the loading, discharging, or railway accommodation has been improved one iota, the same sickening tales may be expected from this shockingly mis-managed Brazilian port. If the shipping trade were bright instead of gloomy, chartering for Santos would not be particularly brisk, nor would it be too easy to obtain crews; but shipowners, as well as officers and sailors, must face the facts, and, consequently, we hear daily of vessels being chartered or about to be chartered even for Santos. Of one thing charterers may make sure—their ships will have to take turn with some hundreds of others, and at least several months will elapse before there is the slightest chance of wharfage room. After that, rapid discharge at the rate of some 20 tons per day may be expected, and in the meantime the crews will probably be rapidly lessened by the plague, and enormous extra expense in wages will ultimately have to be incurred, even if it is possible to get crews at all.

The proper remedies, in order to be effective now, should have been provided years ago. The authorities should have foreseen that Santos, being the only seaport of the rich province of São Paulo would require greater provision for the accommodation of shipping. Quite twenty years ago schemes were originated for augmenting the port accommodation, but were allowed to fall through, and meanwhile the entire revenue derived from the port and province was remitted to Rio de Janeiro. In 1888 a concession was granted to a naive firm in Rio to improve the port in return for the revenue derived from the wharfage on shipping, and mer-

chandise discharged or loaded at the projected quays. These works were commenced in 1889, but the construction has crept along, at snail pace, the difficulty in regard to labor being at times a very great impediment. At the present time some 200 metres are available, and prove a great benefit to those vessels which can come alongside, but it is stated that many years must elapse before the work is finished. Meanwhile the "concession" blocks the way so far as any other contractor is concerned, and the worthy Brazilian sits on his chair, lights his cigar, says *manana*, and does nothing.

Railway matters, too, appear to be in quite a hopeless muddle, and the deficiency in this respect will take many years to overcome. The railway is another "concession," and as the line pays very well, the Brazilians seem to wish to get out of their bargain with the English capitalists. Thus it is that we have the spiteful reference in the *Diario*, and thus also it is that the government in 1889, in spite of the growth of trade, issued a mandate, compelling the railway company to demolish all their wharves on the plea that the erections obstructed the current of the river. As the concession expires in a few years there is not much inducement held out to the company to increase the facilities, and when it is asserted that Santos will need more than double the present railway communication before the traffic congestion can be overcome, it will be seen that there is very little hope of a speedy clearance of the shipping block. The Brazilian government appears to be playing a waiting game, with the idea, probably, of buying up the railway when the ground lease expires, and hence the scandalous chronic block which now obtains.

There positively exists no good or valid reason why the English and other governments interested should not collectively protest against the present inaction of Brazil with regard to the trading facilities both at Santos and Rio. It is generally felt that such a remonstrance would carry a great deal of weight, and possibly help to put matters right, the obvious policy of Brazil being to keep on good terms with the nations which buy her cotton, and her coffee. Brazilian ministers may take our word for it that the disgraceful state of things at Santos has let their country down many per cent. in the estimation of English people both commercially and sentimentally, and that if efficient steps are not at once taken to prevent a recurrence of the scenes of last season Brazil will lose a very great deal of the trade which has increased in such leaps and bounds during the last twenty years.

From *The Rights*, London, August 27.

THE GROWTH OF CHICAGO.

Sixty years ago the population of Chicago consisted of two hundred souls, to-day her inhabitants number over a million and a quarter. The city now covers an area of 180 square miles, and in 1891 alone 11,805 new buildings were erected at a cost of between eleven and twelve millions sterling. The total trade for last year is estimated at £300,825,000, against £284,500,000 in the year preceding. The receipts of wheat in 1891 amounted to 42,931,258 bushels, or nearly twenty-nine million bushels more than in the previous year, while the shipments were twenty-seven million bushels in excess of those of 1890. Minneapolis, indeed, outdid Chicago in this respect, the receipts at that centre being 57,500,000 bushels. But as regards live stock 1891 was a record year, and we have the testimony of Mr. Hayes Sadler, our consular representative, that the prediction that this trade is destined to be diverted to other localities has not been realised. How important is the branch of industry in question may be to some extent realised by the returns for last year, when the number of cattle, calves, hogs, sheep and horses received was 14,304,480, their total value being estimated at £49,368,000. The receipts of hogs alone amounted to 8,600,805, or 1,000,000 more than in 1890, and 1,500,000 more than in any preceding year.

There is naturally considerable interest taken on this side in Chicago's packing industry, owing to the investments which have been made by British capitalists in packing companies. Including the manufacture of butterine, the business last year was of the total value of £27,600,000, against £28,304,000 in 1890. The number of cattle absorbed showed a slight decrease, but there was an increase in hogs. The product of hog packing was of the value of £12,371,000, while that of beef packing and canning was £11,340,000. It appears that the manufacture of butterine is growing apace, no less than 33,000,000 lbs having been produced in the course of the twelve months.

In 1891 property in the neighbourhood of the Exhibition rose to the extent of 300 or 400 per cent., and since then has sold at still higher prices. A corner lot 20 feet by 40 feet which was recently sold fetched £40,000, or £50 per square foot. A single bedroom at one of the principal hotels costs now about sixteen shillings a day. "What they will charge next year is yet a problem," is the

significant remark of the British consul. The activity of the real estate market during the past two years has been unprecedented. The transfers in 1890 amounted to £46,700,000, while last year the total was £36,701,000. Four or five years ago the figures were only about one-half of the total for 1891. Mr. Hayes Sadler asserts that in point of large transactions last year was never surpassed. And what is remarkable, the speculative purchases were fewer than usual, a very large proportion of the buyers being persons seeking investments.

It may not be generally known that New York alone of all American seaports approaches Chicago in the number of vessels entered and cleared. Some of the railway companies do not approve of the growing use of the Lake route to their seaboard, but by shippers the facilities afforded by the great water-way are much appreciated. Five years ago, we are told, there were only six steel vessels on the Lakes with a total tonnage of 6,459 tons; to-day there are 89 with a tonnage of 127,624 tons. Twenty-three years ago the cost of transporting a bushel of wheat from Chicago to Buffalo was eightpence. In 1891 the rate was, at one period of the year, as low as a halfpenny per bushel. The extent to which the Lake route cuts into the business of the railroads may be partially gauged by the fact that while the average rate for wheat from Chicago to New York by rail was sevenpence-halfpenny, the rate by lake and canal was threepence-halfpenny and by lake and rail fourpence halfpenny. In 1891 there were entered and cleared at the port of Chicago 20,618 vessels, with an aggregate capacity of 11,031,552 tons. For 1890 the figures were 21,054 and 10,286,868 tons, and for 1889 19,825 and 9,157,070 tons. There is evidence here of rapid development.

TO WARD OFF EPIDEMICS.

There is danger that the authorities of this and other cities will spend all their energies at quarantine to repel the attack of disease, and fail in the only available means of preserving the public health. Epidemics do not come as an invading army either by land or water. Smallpox and measles and whooping cough are contagious, and to guard against such diseases the health officer with a vigilant quarantine will be found useful. Yellow fever, typhus fever and cholera are not contagious. Place a sufferer from any one of these diseases in a perfectly healthy locality, and he can not communicate the maldy to a well person who comes in contact with him. We have seen this tested time and time again with the one unvarying result.

Take fifty passengers from a ship arriving at the port in which the yellow fever during the voyage has been fatal in a majority of cases and transport them to fifty different inland localities where the complaint is wholly unknown. Some of them may die, but they will not communicate the disease to their most intimate attendant. It is so with the cholera. The pestilential wave will travel from one country to another, the foul atmosphere always infecting those subject to it, but staying to be prevalent and disastrous chiefly where sanitary precautions are neglected and filth and foul drinking water invite its attacks and make provision for its residence. We know all that has been written about its travels. It is true that a host of pilgrims or a legion of soldiers have carried the cholera with them in their march and made it a companion of their journey. But break up the party and scatter it into healthy localities and the members do not take the contagion with them.

This shows the means of prevention and the method of treatment. The disease will not abide in a place with clean streets and pure air and wholesome water unless a body of people already foul with it arrive and create the pestilential atmosphere in which it flourishes. It is well enough to watch at the entrance of the harbor and to inspect arriving ships, but far more important to sweep the thoroughfares and cleanse the gutters.

We saw very much of the cholera on its most fatal visit to this country, and suffered in person from its attack. We were carried fourteen miles on a bed from the foul quarter in which it raged, and neither the woman in whose lap our head was cradled, the man who drove the vehicle, nor the good people who nursed us back to life and waited on our convalescence suffered from contact with us. This was not an isolated case. Not every one recovered who was thus removed, but in no case was the disease communicated to another person outside of the area where it had been so fatal.

A strong, healthy diet, active habits and a courageous will are the best personal safeguards. There is no disease to the prevalence of which faintheartedness and a depression of spirits contribute so largely. We saw cases in which the victim never spoke an intelligible word after he was first seized with the cramps, and went out of life almost without a struggle. Fear, in a person otherwise free from disease, will produce symptoms somewhat akin to the cholera, and wherever this

and all the policemen on duty were called in from the streets. All preparations were hastily made for the repelling of the invading revolutionists, and I was anxious for the bay, except the poor policemen, when, alas, all their martial hopes were dashed to the ground by the information reaching the chief police that the common shots had originated from a merchant vessel that had just entered the port.

Review of the River Plate, Buenos Aires, vol. 17, no. 1.

—The *Tribuna* reports that another Lamport and Holt steamer, the *Holstein*, was fired at as she was about to enter the port of Bahia, on the 12th instant. The Brazilians will try this foolish game once too often of these days. If they cannot be trusted with powder and shot, these must be taken from them. —*Montevideo Times*, Sept. 22.

—We regret to say that the finance committee of representatives has reported entirely in favor of the proposed increased specific duty on printed material and bound books. This is simply another case of the false "protection" which has already proved so injurious to the country, and it means higher prices and further drawbacks to business. Still, we suppose it would be too much to expect the committee to refuse support to any proposal for the imposition of taxes. —*Montevideo Times*, Sept. 18.

—The total number of registered voters for municipal elections in Buenos Aires is only 6,201, though the city has a population of more than a half a million souls, and even foreigners with certain qualifications are not excluded from voting. Hereby hangs a tale and a very melancholy one. Either the vast majority of citizens and foreigners have no hope of seeing elections properly conducted, or they are so engrossed in selfish considerations that they do not think it worth their while to pay a visit to the registry office or go a short distance to record their vote by the ballot. What way we regard the matter it affords food for grim reflections from a political and administrative point of view. —*Southern Cross*, Buenos Aires, Sept. 16.

LEGISLATIVE NOTES

SEPTEMBER 24. —*Senate*. —The Senate voted in 2nd discussion the bill from the Chamber of Deputies authorizing the government to contract with the Peruvian citizen Julio Benavides for the navigation of the Ica or Putumayo river. —*Chamber of Deputies*. —Deputy Glycerio and other members of the S. Paulo delegation moved to amend the budget of the department of agriculture so as to authorize the government to enter into an agreement with the S. Paulo Railway Co. for the purpose of modifying the present contracts and extending the period during which the company's road is not subject to expropriation. The Chinese immigration bill was passed in 3rd discussion by a vote of 62 to 43. The resolution to sit on Sundays and at night was also voted. The bill authorizing the government to make special appropriations of 500,000 each for the states of Piahy, Parahyba and Goyaz was voted in 1st discussion. The bill authorizing the government to contract for improvements in the port of Rio de Janeiro with Engineer Melville Hora was passed in 2nd discussion by a vote of 79 to 26. The bill for introducing into the country 500 Liberator laborers was rejected. The bill authorizing the modification of the route of the proposed railway from Uterah or Uterahinha to Coxima was passed in 1st discussion by a vote of 77 to 32. The Chamber concurred in the Senate amendments to the budget of the navy department. The Senate bill on pay to congressmen during the prolongation of the session was voted in 2nd discussion. The Chamber rejected the motion of Deputy Bevilacqua for discussing the bill for changing the national flag without waiting for the report of the respective committee. The committee on the constitution reported on the petition of citizens of Alegrete, Rio Grande do Sul, memorializing Congress on the arbitrary acts committed in that state. The committee thinks that the petitioners should apply to the state authorities and to the courts of justice.

SEPT. 26. —*Senate*. —The Senate voted against granting to Francisco Comas exemption from duty on unfired petroleum. —*Chamber of Deputies*. —At the night session Deputy João de Sá Pereira moved that the Chamber meet in committee of the whole for the purpose of hearing the opinion of the minister of finance on the bill on banks of issue.

SEPT. 27. —*Senate*. —Senator Wandenkolk spoke on the subject of his arrest and banishment. The future, he said, will show who are ungrateful Brazilians, who are soldiers without honor or self-respect, and who are the real enemies of the republic. —*Chamber of Deputies*. —The Chamber voted in 2nd discussion Article 1 of the bill granting assistance to the states of Piahy, Parahyba and Goyaz. Art. 2 providing that this assistance should be given in the form of a loan was rejected. The bill for reorganizing the telegraph bureau was voted in 3rd discussion. The bill on pay of congressmen during the prolongation of the session was also voted in 3rd discussion. Deputy Almeida Nogueira, speaking in favor of reducing the army, said that the United States, a nation of 60,000,000 inhabitants, has only 25,000 soldiers, having had until recently only 10,000.

SEPT. 28. —*Senate*. —The Senate rejected the bill from the Chamber of Deputies for reconstituting the 4th gold honors. A motion of Senator Manoel Victorino expressing gratification at the return of the exiled senators, was voted without debate. Senator Tavares Bastos, recently appointed judge of the civil and criminal court in Rio de Janeiro, asked the Senate to decide whether this office is incompatible with a seat in the Senate. His motion to this effect was voted and the committees on legislation and the constitution were instructed to report on the subject. —*Chamber of Deputies*. —In discussing a vetoed bill on the examination of students, Deputy Severino Vianna stated that the veto had been anticipated. This raised a stormy debate, on the conclusion of which the vote was taken and the veto sustained. Deputy Americo Luz said that, while the budget committee is endeavoring to make a reduction of 10 or 12 thousand contos of reis in the estimated public expenditures, the government is asking for special appropriations, in addition to those expenditures, to the amount of 80,000,000.

SEPT. 29. —*Senate*. —The amendments of the Chamber of Deputies to the bill for the reorganization of the corps of naval engineers were reorganized by Senator Wandenkolk and defended by Senator Rosa Junior. —*Chamber of Deputies*. —Deputy Glycerio offered an amendment to the budget of

the department of agriculture for the purpose of authorizing the doubling of the track of the Central railway from Sapopemba to the farthest possible point on the Serra section, widening the gauge from Cachoeira to S. Paulo, without removing, however, the rails from the narrow gauge branches, and building several narrow gauge branches. Deputy Leopoldo de Bulhões said that the present financial year will probably close with a deficit of 40,000,000. In the estimates for the coming year the revenue is calculated at 213,000,000 and the expenditures at 211,000,000; but the latter does not embrace the payment of principal and interest of the 1,000,000 loan and allows only 10,000,000 for difference in exchange, which even at the rate of 15¢ per 1,000 will amount to 40,000,000. Deputy Epitacio complained that the governor of Parahyba is illegally collecting taxes, and Deputy Pereira de Lyra stated that the governor of Pernambuco has arbitrarily dissolved the courts of justice in that state.

SEPT. 30. —*Senate*. —The amendments from the Chamber of Deputies to the bill for organizing the corps of naval engineers were sustained. —*Chamber of Deputies*. —In the discussion of the bill authorizing the government to contract for improvements in the port of Rio de Janeiro with Engineer Melville Hora there was a warm debate between Deputies Vinhas and Francisco de Mattos. The latter was stating his objections to the bill when he was interrupted by the former who said: "I am astonished that Your Excellency, an officer of the navy, should say such a thing." —Deputy F. de Mattos: "I am astonished at Your Excellency's astonishment." As Vinhas continued to interrupt him, F. de Mattos said: "As Your Excellency is so anxious to speak, I had better take my seat." Deputy Jacques O'neque moved that the bill be returned to the committee on public works, and Deputy Vinhas, a member of the committee, tendered his resignation. Over the question of pay for servants of military officers there was also a heated debate, and Deputy Espirito Santo accused the chair of treating him with a want of courtesy. The Chamber, after having suppressed the appropriation for servants' pay, decided by a vote of 56 to 49 that it had no right to suppress it except by a special law. The Chamber voted in 2nd discussion the bill reorganizing the postal service and part of the budget of the war department.

PROVINCIAL NOTES

—There recently died at Baependy a woman said to be 120 years old.

—The first trial of the new electric light plant at Curitiba, Paraná, occurred on the evening of the 30th ult.

—The legislature of Pará has voted an appropriation of 50,000 for preliminary expenses for the sanitation of the state capital.

—A telegram of the 30th ult. says that the employees of the state government of Parahyba have not received their pay for 12 months.

—In the city of Pernambuco the municipal election on the 30th ult. was favorable to the governor of that state. The vote cast was light.

—The epidemic of small-pox in São Paulo is still raging. It is not explained how the disease got so decided a foothold before anyone took notice of it.

—The persistence with which the telegraph continues to inform us that all is quiet on the Rio Grande frontier leads one to suspect that everything is not so quiet there as the telegraph would have us believe.

—The British steamer *Dennison* from Newport, with a cargo of coal, arrived off Pará on the 13th ult., was ordered to leave for the Grande, the pilot who had loaded the steamer was also ordered away with the steamer. The vessel left Newport August 25th, and the health of all on board had been perfectly good, but the bilious exigencies of red tape had to be complied with.

—A telegram of the 28th, from Porto Alegre, says that on the day before at Bagé the subleagão Faustino Fagundes surrounded and set fire to the house of Hilário Tavares, nephew of Gen. Tavares. Hilário was there arrested, taken to the city and there murdered. The Castilian press is making a fine record for itself, surely; but there is always a privity for such excesses and they will some day have to pay it.

—A "tourist" has written to the *República*, of Fortaleza, Ceará, of the discovery of what appears like an abandoned city between Piripyrá and Piracurá, in the state of Piahy, which he calls "Seven Cities," because of its divisions. It is in a desert region, but a spring of pure water exists in the centre of the place. The inscriptions found are of a geometrical character. The "tourist's" imagination is evidently a vigorous one.

—Advices from the frontiers state that the political situation of Rio Grande is not all clear. Brazilian citizens arrive daily, who have been obliged to emigrate as their persons were in danger. So many have come in lately that numbers have not been able to procure admittance to the hotels. Most of the estancieros of Aegua and other places near the Yagurou have several emigrés staying with them. No doubt many have crossed the frontier on account of the rumor that armed bodies of men were about to invade Brazilian territory. —*Montevideo correspondence of Times of Argentina*.

—Dr. Vicente Carvalho has resigned the office of secretary of the interior of the state of S. Paulo, and has been succeeded by Dr. Rubião Jr. The cause of his resignation was a quarrel between him and Dr. Alfredo Maia, secretary of agriculture of the same state. Several insulting letters had been exchanged between the two secretaries, and the quarrel was referred to their respective faculties, and on the 29th ult., having met at the inauguration of the municipal chamber, they came to blows, being separated by no less a person than the governor of the state himself. The latter then resolved to accept the resignation of Dr. Vicente Carvalho, which had been tendered some days before.

RAILROAD NOTES

—It is stated that the União Valenciana railway has increased its passenger rates 50% and its freight rates 90%.

—The Central railway is still enforcing its prohibition on *encomenda* packages weighing over 10 kilos. Perhaps the poor laborer finds it more to his comfort to handle such small packages!

—The new schedule of freight and passenger rates on the Central railway will go into operation to-morrow. It remains to be seen whether they will improve the situation, or simply increase the costs of an abominable service.

—The Central railway is now refusing to accept coupon tickets which were sold to suburban passengers, because the new tickets are sold at higher prices. It should then redeem them, and show that it has some slight idea of honesty.

—We understand that the use of petroleum in locomotives is not making any considerable progress on the Argentine Great Western line, owing to the inefficient supply of the mineral oil, which is also employed for producing gas for lighting the town of Mendoza, and even for this purpose the production is at present inadequate, so that the street lighting has had to be curtailed. This being the case, the prospect of the railway obtaining fuel supplies of petroleum for the use of its locomotives is very remote. —*River Plate Railway News*.

—A representation signed by a large number of merchants was presented to the government on Saturday against the favoritism shown by the Central railway officials in receiving freight for Sabará. A long interval had elapsed since goods had been received for that destination, and when it was announced that such freight would be received a large number of shippers presented themselves. The administration of the road, however, gave orders for the receipt of a large quantity of goods from one firm, *Srs. Mendes, Maia & Co.*, and the other shippers were consequently crowded out, much to their prejudice and indignation. There were about 70 signatures to the representation.

—The two English directors of the Companhia Geral, representatives of Messrs. Morton, Rose & Co., Edward James Lynch and Joseph Mawson, and one Brazilian director, Trajano de Moraes, have been arrested and imprisoned by order of the civil and criminal court of this city. The two English directors had nothing to do with the organization of the company, or syndicate, and were not concerned in the shameful operations of that concern. They were selected to represent Morton, Rose & Co. as a condition of the loan effected by that house, and thus came in for the penalties, while the chief promoter of the swindle, Mello Barreto, is safely out of harm's way.

—On the 1st inst the *Diário Oficial* publishes a despacho of the minister of finance that seems curious. The Oeste de Minas railway asked for official authority to declare that the Treasury will pay directly to the holders of debentures the interest of the 4,000,000 loan the company proposes to raise, the proceeds to be paid into the Treasury and earn 6 per cent. interest until required by the construction of the railway. The minister grants the request stipulating that the expenses of the service lent by the Treasury will be met by the company from the proceeds of the loan, and the funds requisite to pay the interest to be deposited in the Treasury opportunely. Why should the Brazilian Treasury act as a financial agent for the Oeste de Minas railway? The interest to be paid seems excessive if the object aimed at is to secure the use of a considerable sum in sterling; and this object is the only explanation we see in the business.

RAILWAY FIGURES.

The introduction to Poor's Manual for 1892 furnishes the following railway statistics for the United States:

Length of track laid to Dec. 31, 1891—miles.....	176,601
Net increase of mileage in 1891—miles.....	3,898
Liabilities of all railroads....	\$10,765,626,041
Total assets of all railroads....	11,110,335,276
Excess of assets over liabilities.....	344,709,235
Miles of railway operated....	164,252
831,202,375	
Passengers carried.....	556,015,802
Passengers—mileage.....	13,316,923,239
Tons freight moved.....	704,398,609
Tons freight moved one mile.	81,210,154,253
Earnings—total traffic revenue.....	\$1,138,024,459
Operating expenses.....	781,796,570
Net earnings.....	356,227,889
Other receipts.....	101,276,183
Total available revenue.....	457,504,066
Paid interest on bonds.....	225,339,413
Other interest.....	5,920,397
Dividends.....	90,710,757
Rentals, tolls, etc.....	64,255,732

The average receipts for freights, per ton, per mile in 1891, was 0.99 cents. In the middle states it drops to 0.78 cents, the lowest on record.

On the Pacific slope it rises to 1.60 cents. On lines east of Chicago the average rate falls to 0.63 cents.

The average rate per passenger per mile in 1890 was 2.10 cents; east of Chicago it was 2.04 cents; west and northwest, 2.27 cents; south, 2.30 cents.

COFFEE NOTES

—The total value of the coffee imported into the United States during the fiscal year 1891-92 was \$126,801,687, against \$96,123,777 in the preceding year. Coffee represents a larger value than any other single product imported by that country, sugar ranking next in 1891-92 with a value of \$106,720,228. The imports of rubber in the same year were valued at \$19,833,090, against \$18,020,804 the preceding year.

—The coffee exporters of this city held a meeting on the 29th ult. at the office of Messrs. Phipps Bros. & Co. for the purpose of hearing the minister of finance explain his plan of collecting the export duty on coffee in bills of exchange. To report on the subject there was appointed a committee composed of Messrs. Gordon (of Ed. Johnston & Co.), Oliveira (of Leao de Oliveira & Co.), Nathamim of Max. Nathamim & Co.), Freshland (of Hard, Rand & Co.), Valais (of Karl Valais & Co.) and Taylor (of Phipps Bros. & Co.).

—The *Surabaya Courant* notes the fact that the growing scarcity of land fit for coffee cultivation in Java has led planters there to fix their gaze upon the outlying parts of Netherlands India. Several of them have left East Java to try pioneering in Palembang, where the uplands are reported to be adapted for this line of cultivation in soil and climate. Another recommendation is the cheapness of land in that quarter. The same journal has no doubt that coffee has a good future before it. The falling off in the government coffee yield in Java, and the increasing political troubles in Brazil, all point to diminution in the large crops of the herry turned out in these two countries. —*Strait Times*, August 2.

—A report from the British minister at the Hague on Netherlands-India describes the connection of the government with coffee cultivation in those colonies. The greater number of the coffee plantations in the Dutch possessions are directly under government management, the natives being compelled to cultivate coffee in place of paying taxes, while the authorities receive the whole of the produce at the fixed price of 15 florins (41 sh.) for every picul of 133½ lbs. A certain amount is then disposed of in the colonies themselves, and the remainder is sold in Amsterdam and Rotterdam, the usual practice being not to sell one year's crop in Holland until the following year, although, as an exception, part of last year's crop was sold towards the close of the year. The fluctuations in the returns from coffee have of late years been considerable, owing mainly to variations in the yield. But it also appears that a change has come over the conditions of cultivation in consequence of the exhaustion of the soil, which has had the effect of compelling the government to abandon it in some districts. —*Merchants' Review*, August 19.

COFFEE

The imports and exports of coffee for the fiscal year were as follows:

	1891-92	1890-91
Imports, free of duty.....	Pounds 635,944,912	\$75,538,431
" dutiable.....	" 7,258,876	" 8,980,422
Total.....	" 643,203,788	" 84,518,853
Exports.....	" 10,535,040	" 8,490,072
Net imports.....	" 632,668,748	" 76,028,781
Average import value.....	" 85.07¢	" 85.5¢

The increase in the average import value of coffee, nearly 1½¢ per lb., was no doubt due to the imposition of the duty of five cents per lb. on certain mild grades, under the reciprocity provisions of the tariff. The announcement of the intention of the President to levy the duty caused heavy importations of the said grades and the relative increase of the average value of the total imports of the bean for the year. —*New-York Merchant's Review*, Aug. 2.

HOSPITAL NOTES.

—On Thursday night the watchman at the entrance to the Strangers' Hospital was attacked by two policemen and severely injured.

—We are in receipt of a £5 subscription for the Strangers' Hospital from Louis Hirsch, Esq., of London, president of the Natal and Nova Cruz railway.

—As the work of cleaning and arranging the hospital grounds is now in progress, those who have plants and shrubbery to give, can send them to No. 110 Rua da Passagem, addressed to Mr. Callander, or Mr. de la Roche.

—The new Jurubá Hospital cemetery has been placed on the hillside immediately above the hospital, so that its drainage will go directly into the grounds. The mistake is a serious one and reflects little credit on those who are showing so much anxiety over possible sanitary mistakes at the new English hospital.

—We trust that our readers abroad, who have interests in São Paulo, will not forget the appeal for funds for the Hospital Samaritano which appeared in these columns some time ago. The institution will be largely under the control of the foreign residents of S. Paulo and is in every respect worthy of assistance.

—Among the passenger arrivals here on the 29th ult., on the *Tamara*, were Mrs. Buchanan-Hepburn, Miss C. Bright and Miss A. Jackson, the matron and nurses engaged in England for the Strangers' Hospital. They are all certificated nurses and have had much experience in hospital work, especially in the care of fever cases.

—The two trained nurses engaged in the United States for the new hospital in São Paulo, have arrived there and are now engaged in studying the language and in preparing themselves for the work. The São Paulo hospital, it should be remembered, is not restricted to any particular nationality, and as it numbers many influential Brazilians among its patrons a knowledge of Portuguese by the nurses is highly essential.

—Much of the material ordered some time ago for the Hospital has already arrived in port. As the duties are heavy on many of these articles the refusal of Congress to give them free entry will entail considerable additional expense. This not only cripples the association to that extent, but it places the government in an unenviable position of exacting heavy taxes from an institution whose object is to care for the sick and to improve the sanitary condition of the city.

22	do	„	Corrienten	754
27	do	Hlg stn	Stn. helghe	435
30	do	Br stn	Stn. Br	639
Oct.	1	Port Elizabeth	Br schr Wldt Ros	2,000

October 1st, 1892.

BANKS.

Capital	Capital paid up	Reserve fund	Companies	Dividend paid	Nominal value	Last sale	Closing quotation
8,000,000\$	2,400,000\$	..	Agrícola de Paranaapanema.	3\$000—July 91	60¢	60¢000	—
8,000,000	2,400,000	..	Agrícola do Rio Grande Preto.	10 "Aug. '91	60	—	—
8,000,000	4,000,000	..	Agua Colonia de Vancouver	4 "Aug. '91	60	198	000
768,400	7,000,000	..	Cart. e Vidra Plummeret.	10 "July '91	60	200	000
768,400	768,400	..	Carriagosa Fluminense....	10 "July '91	200	210	000
3,000,000	36,814	21,805	Ceres Brachet.....	25 "Aug. '91	3	13	000
3,000,000	733,000	10,000	Commissões e Ravag. de Café	10 "Jan. '91	50	59	000
50,000,000	60,000,000	..	Empresa de Obras Publicas.	15 "Sept. '91	200	24	000
50,000,000	4,000,000	..	Evonosa Fluminense.....	2 "Aug. '91	40	15	000
400,000	..	..	Eta e Colossador do Brazil	4 "July '91	100	—	—
50,000,000	30,000,000	..	Melhoramentos no litoral do Rio Rio....	1 "July '91	300	39	000
15,000,000	10,000,000	..	do de S. Paulo	Int.—Jan. '91	100	60	000
20,000,000	3,000,000	..	Metropolitana.....	..	200	67	000
7,300,000	5,950,000	24,489	Nacional de Fios e Estêo.	..	100	88	000
1,000,000	1,000,000	..	Nacional de Oculas.....	5 "Jan. '91	..	35	000
1,000,000	8,000,000	..	Novos Rio Rural.....	3 "Aug. '91	2	4	000
50,000,000	2,000,000	..	Obras Hydraulicas do Brazil	..	40	5	000
10,000,000	10,000,000	21,805	Saqueamento do Rio.....	125 "Jan. '91	50	58	000
10,000,000	2,000,000	..	Servicos Maritimos.....	3 "Aug. '91	10	10	000
10,000,000	2,000,000	34,017	Turcense Braziliara.....	5 "July '91	80	17	000
20,000,000	2,000,000	..	União Un. do Rio de O. Bna.	4 "Aug. '91	200	23	000

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" 19	Tamar	Bahia, Pernambuco, Las Palmas, Liebon, Vigo, Southampton and Antwerp.

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Delambre	Nov. 5th

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Flamsteed	Oct. 20/30
Antwerp and London (via Bahia and Southampton)	
Maskeleyne	Oct. 20th
Valparaiso, Callao and West Coast Ports:	
Copernicus	Nov. 1st

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Flaxman	" 23rd
Herschel	Nov. 5th

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